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OTHER STATES NAME DOT CHIEFS

New governors in neighboring states have recently selected their chief transportation officers:

- ◆ In Illinois, Governor Rod Blagojevich (D) selected Timothy Martin to serve as Secretary of the Illinois DOT. Martin was most recently chief operating officer of the Chicago Public Schools. From 1992-1997, he served as chief highway engineer at IDOT
- ◆ In Michigan, Governor Jennifer Granholm (D) has named Gloria Jeff as Director of Michigan DOT. Jeff served previously as Deputy Director of MDOT and also as Deputy Federal Highway Administrator in the Clinton Administration. She is currently Vice President of Parsons Brinkerhoff Quade & Douglas.
- ◆ In Minnesota, Governor Tim Pawlenty (R) appointed Lieutenant Governor Carol Molnau to also fill the role of Transportation Commissioner. Molnau was formerly chair of the Minnesota House Transportation Finance Committee.

McLEOD TO RETIRE FROM DISTRICT 3

George McLeod has announced his retirement as director of WisDOT's Transportation District 3, headquartered in Green Bay, effective at the end of this month. McLeod joined the department in 1970 and has served as District Director since 1996. Will Dorsey, currently Deputy Director, will serve as acting director for the district.

CHECK YOUR LINKS

WisDOT reminds *Connector Express* readers to check Web site links to the department's new Web address, www.dot.wisconsin.gov. Automatic re-directs from the old address to the new site will be discontinued later this spring. In particular, readers should pay special attention to links that reference topical areas or specific pages beyond WisDOT's home page.

UPCOMING EVENTS

Feb 18 - Env. Justice workshop, Milwaukee
Mar 31 / Apr 1 - Aviation conference, Middleton

STPP EXAMINES FEDERAL EXPENDITURES

The Surface Transportation Policy Project (STPP) recently analyzed federal transportation funding trends under ISTEA and TEA 21. While STPP notes that highway and bridge conditions have improved since 1992, the group calls for additional reforms in federal funding distribution.

One reform has STPP calling for more funding to flow to local agencies rather than state DOT's. However, FHWA data shows that 65% of highway travel occurs on state-owned routes that account for only 22% of lane-miles. In Wisconsin, on average a state highway lane handles ten times the traffic of a local highway lane. Currently, WisDOT directs about 27% of federal highway formula funds to local programs.

The STPP report reveals two other interesting points about federal transportation expenditures in Wisconsin:

- ◆ Road repair spending in Wisconsin outpaced highway expansion by more than four to one according to STPP. From 1992 to 2001, the state averaged \$181.2 million per year for road repair, compared to only \$41.9 million per year for new road capacity.
- ◆ STPP noted that Wisconsin obligated 99% of federal bridge repair apportionments from 1992 to 2001, for a total of \$303 million spent.

The full national analysis is available on STPP's web site at www.transact.org.

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